

Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

Claims 1-2 (Cancelled)

Claim 3 (Previously presented) A vehicle occupant safety system for helping to protect an occupant of a vehicle seat during a crash condition, the system comprising:

at least one sensor for sensing a vehicle crash condition and generating a signal indicative of the crash condition;

seat belt webbing for extending around the vehicle occupant; and

a pretensioner responsive to the signal generated by the sensor for acting on the seat belt webbing to pull an occupant of the vehicle seat who is forward in the vehicle seat backward toward a back portion of the vehicle seat,

the pretensioner comprising a seat belt retractor, the seat belt retractor including a spool on which the seat belt webbing is wound and an electric motor for rotating the spool in a belt retraction direction to pull the occupant backward toward the back portion of the vehicle seat,

the electric motor being drivingly connected to the spool by a non-backdrivable gear assembly;

the non-backdrivable gear assembly further being a locking mechanism that prevents rotation of the spool when the electric motor is not energized.

Claim 4 (Original) The system of claim 3 further being defined by:

the non-backdrivable gear assembly including a wobble gear and a portion of the spool;

the wobble gear having a plurality of teeth and the portion of the spool having a plurality of teeth, at least some of the teeth of the wobble gear being in meshing engagement with at least some of the teeth of the portion of the spool;

the plurality of teeth of the wobble gear including one more tooth than the plurality of teeth of the portion of the spool.

Claim 5 (Original) The system of claim 3 further including:

a controller electrically connected to the electric motor;

the controller also being electrically connected to the sensor and receiving the signal generated by the sensor;

upon receipt of the signal, the controller actuating the pretensioner.

Claim 6 (Original) The system of claim 5 further including:

a force detection device for detecting a force applied to the seat belt webbing;

the force detecting device being electrically connected to the controller and sending the controller a signal indicative of detected force.

Claim 7 (Original) The system of claim 6 further being defined by:

the force detection device being a micro-electro mechanical strain sensitive transducer.

Claim 8 (Original) The system of claim 6 further including:

a buckle sensing switch for detecting if a tongue assembly is latched into a buckle, the tongue assembly being adjustably connected with the seat belt webbing;

the buckle sensing switch being electrically connected to the controller and sending the controller a signal indicative of a latched condition of the buckle.

Claim 9 (Original) The system of claim 8 further being defined by:

the buckle sensing switch being a Hall effect device.

Claims 10-14 (Cancelled)

Claim 15 (Previously presented) A vehicle occupant safety system for helping to protect an occupant of a vehicle seat during a crash condition, the system comprising:

at least one sensor for sensing a vehicle crash condition and generating a signal indicative of the crash condition;

seat belt webbing for extending around the vehicle occupant;

a pretensioner responsive to the signal generated by the sensor for acting on the seat belt webbing to pull an occupant of the vehicle seat who is forward in the vehicle seat backward toward a back portion of the vehicle seat; and

the pretensioner comprising a gear assembly for transmitting power from an electric motor to a spool on which the seat belt webbing is wound, rotation of the electric motor causing wobbling of a part of the gear assembly, wobbling of the part of the gear assembly causing rotation of the spool in a belt retraction direction.

Claim 16 (Cancelled)

Claim 17 (Previously presented) A vehicle occupant safety system for helping to protect an occupant of a vehicle seat during a crash condition, the system comprising:

at least one sensor for sensing a vehicle crash condition and generating a signal indicative of the crash condition;

seat belt webbing for extending around the vehicle occupant; and

a pretensioner responsive to the signal generated by the sensor for acting on the seat belt webbing,

the pretensioner comprising a seat belt retractor, the seat belt retractor including a spool on which the seat belt webbing is wound and an electric motor for rotating the spool in a belt retraction direction,

the electric motor being drivingly connected to the spool by a non-backdrivable gear assembly;

the non-backdrivable gear assembly further being a locking mechanism that prevents rotation of the spool when the electric motor is not energized.

Claim 18 (Previously presented) The system of claim 17 further being defined by:

a portion of the spool forming part of the gear assembly.

Claim 19 (Previously presented) The system of claim 17 further being defined by:

the electric motor having a first mode of operation and a second mode of operation;

the first mode of operation occurring in an absence of the signal from the sensor, the first mode of operation allowing the electric motor to rotate the spool in the belt retraction direction and in a belt withdrawal direction, opposite the belt retraction direction;

the second mode of operation occurring upon receipt of the signal from the sensor, the second mode of operation causing the electric motor to actuate the pretensioner to rotate the spool in the belt retraction direction to pull the occupant backward toward a back portion of the vehicle seat.

Claim 20 (Previously presented) The system of claim 19 further being defined by:

in the first mode of operation, the electric motor receiving electric energy with an amperage in a predetermined range, and

in the second mode of operation, the electric motor receiving electric energy with an amperage greater than the predetermined range.

Claim 21 (Previously presented) The system of claim 19 further being defined by:

in the first mode of operation, the electric motor rotating the spool to apply a first predetermined force to the seat belt webbing, and

in the second mode of operation, the electric motor rotating the spool to apply a force to the seat belt webbing that is greater than the first predetermined force.

Claim 22 (Previously presented) The system of claim 17 further including:

a controller being electrically connected to the electric motor and controlling electric energy supplied to the electric motor.

Claim 23 (Previously presented) The system of claim 19 further including:

an inertial yaw stability, an extreme vehicle speed, or a proximity sensor for determining if a crash condition is impending and generating a signal indicative of the impending condition,

the electric motor further including a third mode of operation, the electric motor operating in the third mode of operation upon receiving the signal indicative of the impending condition, the third mode of operation causing the electric motor to actuate the pretensioner to rotate the spool in the belt retraction direction to pull the occupant backward toward the back portion of the vehicle seat, the third mode of operation resulting in a force on the seat belt webbing that is less than a force generated in the second mode of operation.

Claim 24 (Previously presented) The system of claim 17 further being defined by:

the non-backdrivable gear assembly including a wobble gear and a portion of the spool;

the wobble gear having a plurality of teeth and the portion of the spool having a plurality of teeth, at least some of the teeth of the wobble gear being in meshing

engagement with at least some of the teeth of the portion of the spool;

the plurality of teeth of the wobble gear including one more tooth than the plurality of teeth of the portion of the spool.

Claim 25 (Previously presented) The system of claim 17 further including:

a controller electrically connected to the electric motor;

the controller also being electrically connected to the sensor and receiving the signal generated by the sensor;

upon receipt of the signal, the controller actuating the pretensioner.

Claim 26 (Previously presented) The system of claim 25 further including:

a force detection device for detecting a force applied to the seat belt webbing;

the force detecting device being electrically connected to the controller and sending the controller a signal indicative of detected force.

Claim 27 (Previously presented) The system of claim 26 further being defined by:

the force detection device being a micro-electro mechanical strain sensitive transducer.

Claim 28 (Previously presented) The system of claim 26 further including:

a buckle sensing switch for detecting if a tongue assembly is latched into a buckle, the tongue assembly being adjustably connected with the seat belt webbing;

the buckle sensing switch being electrically connected to the controller and sending the controller a signal indicative of a latched condition of the buckle.

Claim 29 (Previously presented) The system of claim 28 further being defined by:

the buckle sensing switch being a Hall effect device.

Claim 30 (Previously presented) A vehicle occupant safety system for helping to protect an occupant of a vehicle seat during a crash condition, the system comprising:

at least one sensor for sensing a vehicle crash condition and generating a signal indicative of the crash condition;

seat belt webbing for extending around the vehicle occupant; and

a pretensioner responsive to the signal generated by the sensor for acting on the seat belt webbing,

the pretensioner comprising a gear assembly for transmitting power from an electric motor to a spool on which the seat belt webbing is wound, rotation of the electric motor causing wobbling of a part of the gear assembly, wobbling of

the part of the gear assembly causing rotation of the spool in a belt retraction direction.

Claims 31-36 (Cancelled)

Claim 37 (Previously presented) A vehicle occupant safety system for helping to protect an occupant of a vehicle seat during a crash condition, the system comprising:

at least one sensor for sensing a vehicle crash condition and generating a signal indicative of the crash condition;

seat belt webbing for extending around the vehicle occupant;

a pretensioner responsive to the signal generated by the sensor for acting on the seat belt webbing, the pretensioner comprising a seat belt retractor that includes a spool on which the seat belt webbing is wound and an electric motor for rotating the spool in a belt retraction direction; and

a gear assembly for drivingly connecting the electric motor to the spool, the gear assembly including a gear that is driven by the electric motor and a plurality of gear teeth that are formed on a surface of the spool, the gear engaging the gear teeth of the spool and movement of the gear causing rotation of the spool,

wherein the electric motor is coaxial with the spool.

Claim 38 (Previously presented) A vehicle occupant safety system for helping to protect an occupant of a vehicle seat during a crash condition, the system comprising:

at least one sensor for sensing a vehicle crash condition and generating a signal indicative of the crash condition;

seat belt webbing for extending around the vehicle occupant;

a pretensioner responsive to the signal generated by the sensor for acting on the seat belt webbing, the pretensioner comprising a seat belt retractor that includes a spool on which the seat belt webbing is wound and an electric motor for rotating the spool in a belt retraction direction; and

a gear assembly for drivingly connecting the electric motor to the spool,

at least a portion of the spool being a one-piece structure that is not formed from separate structures secured together, the portion of the spool that is the one-piece structure forming at least part of an axle and two support walls of the spool, the seat belt webbing being wound about the axle of the spool in a location between the two support walls, gear teeth of the gear assembly being formed integrally on the one-piece structure of the spool.

Claim 39 (Currently amended) The system of claim 38 wherein two of the gear teeth that are formed integrally on

the one-piece structure of the spool are located on diametrically opposite sides of the axle.

Claim 40 (Previously presented) The system of claim 38 wherein the gear teeth that are formed integrally on the one-piece structure of the spool are located on a surface of one of the two support walls of the spool.

Claim 41 (Previously presented) The system of claim 40 wherein the one support wall having the gear teeth has opposite first and second side surfaces, the seat belt webbing when wound onto the spool being located adjacent the first side surface of the one support wall and the gear teeth being located on the second side surface of the one support wall.

Claim 42 (Currently amended) The system of claim 41 wherein two of the gear teeth that are located on the second side surface of the one support wall are located on diametrically opposite sides of the axle.

Claim 43 (Previously presented) The system of claim 40 wherein the two support walls extend outwardly of the axle and the gear teeth are located at a periphery of the one support wall.

Amendment to the Drawings:

Pursuant to the requirement set forth in paragraph 2 of the Office Action, corrected Fig. 3 is attached to this amendment. Fig. 3 has been corrected in accordance with the proposed drawing corrections filed on January 2, 2003.